

CENTRAL INTELLIGENCE AGENCY
SECURITY INFORMATION
INFORMATION REPORT

REPORT

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SUBJECT Locomotive Factory in Bezhitsa

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1. The locomotive plant in Bezhitsa (Orazhonikidzograd) (53°19'N/
34°19'E), Orel Oblast, was designated "Bryanskskaya Zavodskaya Stroyeni-
yavod". Located in a triangle formed by the Desna and Polva
Rivers, it was bordered on the north by the railroad line to
Bryansk and on the west by the town of Bezhitsa. The plant
covered an area of about 12 square km. * The plant was demo-
lished by the Soviets prior to their withdrawal in 1941. Its
reconstruction was started in 1945. In 1947, the status of 1941
was reached. The plant was then enlarged with the cooperation
of German P's who were specialists in such things. The plant
was scheduled to reach its final status by 1953.

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2. Railroad tracks with a total length of 64 km had been laid in
the factory area in addition to roads with a total length of
42 km. The incoming shipments of crude iron and open-hearth
steel rolled ingots from Stalino and Magnitogorsk, crude oil
from Baku, coal from the Donets Basin and the Caucasus, and
non-ferrous metals from Voronezh were handled by the main
railroad lines converging in Bryansk. The Bezhitsa railroad
station had not been rebuilt by May 1949. The lumber required
was floated on the Polva River, which is 50 meters wide and
6 to 8 meters deep, and on the Desna River, which is 60 meters
wide and 5 to 6 meters deep. A new railroad bridge across the
Polva River was completed in 1949. It had two tracks, was 60
meters long and was a steel truss bridge resting on one pier.
The bridge has a river clearance of 6 meters. A wooden road
bridge across the Desna River was about 100 meters long and
had a load capacity of 60 tons. A factory airfield was south
of the Desna River, east of the Desna bridge. Factory-owned
Douglas aircraft and small biplanes were stationed there. Con-
struction drawings were flown to Moscow and usually were re-
turned on the same day either approved or not approved.

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25 YEAR RE-REVIEW

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3. The production target was 500 locomotives per year. Three locomotives were built within two days in May 1949. The type of locomotive produced was an exact copy of a [redacted] proto-type. The same type is reportedly also built in Pula and Larkov. The tenders manufactured were also exact copies of a special long-haul tender. One tender per day was produced in May 1949. In addition to locomotives and tenders, the plant produced 25X1 special coal and coke railroad cars, various types of cranes and various parts required for the construction and enlargement of the factory. Production was mostly done on an assembly line basis. The rolling stock produced was delivered to the Soviet State Railroads, the cranes to Larkov, Leningrad, Orel, Pula, Voronezh and the Donets Basin.
4. The TMs were allowed to move about freely in the factory area. The technical books delivered were checked by the TM engineers as to their usability. Many of the especially valuable books were removed in the process of this examination. Machines were tampered with by TM engineers with the intention of destroying their all-purpose character.
5. The plant's work force in 1946/1947 was about 1,000, in 1948 about 5,000, and in 1949 about 56,000 workers. Work was done in three shifts. General manager of the plant was Abrofkin (fnu), the technical manager was Strazhevski (fnu), the planning manager was Makhin (fnu), and the designing director was Rudovski (fnu).

1 annex: blueprint

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Legend

1. Main offices and entrance to the plant. This building, an old two-story brick structure, 30x60 meters, had a sheet-metal roof.
2. Brane department (Iranostroyeniye), two brick and steel workshops built in 1914. The construction of two further workshops was planned. This department, which had a railroad spur, was equipped with a parallel planing machine used for the machining of steel plates up to 15 meters long, but also usable for the manufacture of boilers; about 12 drilling machines each with one to eight 40-mm spindles; about 8 punching machines (ex-centric presses); electric welding sets; cranes; and traveling cranes with a lifting capacity of up to 60 tons.
3. Railroad car department, covering an area of about 80x120 meters, and comprising three stone and steel workshops located in a row. These shops had metal roofs with skylights. The shops were completed in 1949 but not equipped.
4. Draining pool, stone structure about 30x60 meters. Over the pool was an eternit roof. By its side was the compressor station, a stone structure about 20x30 meters. This station was equipped with a 300 HP electric motor with a capacity of 8 atmospheres.
5. New compressor station, a stone structure, about 20x30 meters, with a sheet-metal roof. This station had two Doehler compressors from Pirnitz near Trier-Teustadt, and 2 electric motors of 700 HP each, likewise from Pirnitz. The compressed air tank had a capacity of 1,400 liters, and the maximum pressure was 14 atmospheres.
6. Power plant built by the Dyckerhof & Widmann Firm in 1908. The original steel and stone structure measured about 30x130x24 meters. Between 1910 and 1912 a boiler house for steam turbines was attached to this building. The annex, a steel and stone structure, measured about 40x80 meters and was equipped with 12 boilers. The output per turbine was 1,000 to 2,000 HP. The turbines were delivered by the Breslau turbine factory. Six dynamos, possibly old German AEG sets, were also in the plant. A building erected in 1949 was designed to make the factory independent of outside deliveries. Considered the most modern building in the entire factory, this steel and reinforced concrete structure measured 50x50x60 meters and had a smokestack 120 meters high. The smokestack was to be dismantled. The new building had a coal dust hoist and four steam turbines of undetermined capacity. Two more turbines were scheduled for installation. A high tension line lead to Dnepropetrovsk.
7. Electrical repair shop (Elektro-remontny tsakh), equipped with 4 lathes with a turning length of 2 to 4 meters; 2 shaping machines (files); 4 drilling machines with a capacity of up to 100 mm, 3 electric annealing furnaces; a winding machine for insulation; a resistance machine for the heating of soldering lammers; 1 drawing bench for copper hoops; with 120 men and 30 female armature winders working at this bench; a large crane, a small crane; and some small bench drills with capacities of up to 10 mm. A storeroom and a tools distribution center were also located in this department.

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8. Pumping plant, two-story brick building, 18x18 meters, equipped with 4 centrifugal pumps of 180 HP each. Offices of the technical and planning departments and the drafting (Vorkalkulation) section were on the second floor.
- 8a. Water reservoir with a storage capacity of 12 hectoliters, a steel structure 35 meters high.
- 8b. Underground water reservoir, fed from the tower. The reservoir measured 15x6 meters and extended about 8 meters below surface. It was covered with sod.
9. Designing office, a two-story brick structure, about 40x120 meters. On the ground floor were the canteen; the kitchen; workshops for the manufacture of switching devices, ventilation devices, etc.; and the locksmith's and tinsmith's workshops. On the second floor were the designing offices for 60 draftsmen and other plant offices.
10. "Instrumentalni" workshop, a stone and steel structure measuring 100x160 meters, the best equipped workshop in the plant. Work was done there for factory requirements. Storerooms, a locksmith's shop, the tools storeroom and a tool-steel dump were also in this building. The machine tool section in this shop had 40 lathes with a turning length of up to 5 meters, 15 semi-automatic machines from the Loewe Firm in Berlin; 8 Reinecker milling machines; 2 Furth type slot milling machines; 6 face grinding machines with electric chuck; and 25 cylindrical grinding machines. The instruments section was equipped with 6 Swiss hydraulic milling machines; 30 lathes delivered by the Loewe and Doehringer Firm in Stuttgart with a turning length of up to 4 meters; 12 Reinecker bevel gear milling machines; 4 bevel gear planing machines; 6 push type slotters; 6 vertical drilling and turning machines with diameters of from 1 to 1.2 meters; 6 shaping machines; 2 planing machines, 2 meters; and 10 milling machines, including hydraulic ones. The forge was equipped with 6 Peshe type air hammers of 800 kg each; 2 screw presses with a diameter of 100 mm; 2 oil-burning annealing furnaces, and 12 forge fires with anvils. In the hardening shop were oil-fueled annealing furnaces and salt baths. Chromium, nickel, and copper plating as well as polishing and grinding was done in the galvanizing plant. The file cutting shop was equipped with two machines, and file cutting by hand was also done.
11. The metal foundry, a stone building about 50 meters square, with a shed roof and an annex. It was equipped with 2 melting furnaces, 6 forming machines, and traveling cranes. Armatures and bushings were produced there in addition to aluminum castings.
12. Gray iron foundry, a stone and steel structure, about 80x160 meters, with a sheet-metal roof. This foundry was equipped with 6 cupola furnaces which were tared three times a day; 1 electric furnace of German origin; 14 forming machines; and 4 automatic forming machines including 2 new American ones. The Soviets intended to reproduce these machines in a simplified form. This shop produced hearth plates, hearth rings, machine parts, locomotive parts and car wheels.
13. Rolling mill, a stone and steel structure, about 80x160 meters, with a sheet-metal roof. This mill was equipped with a train

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of rollers for angular, flat, T, round, square, V, and TT-girders and rails. These rollers, designed for forward and backward travel, had 8 roller frames, but they were not fully utilized, as their capacity was 100 percent above plant requirements. This shop also had a plate rolling mill; a blooming mill with an automatically operated train of rollers; a wire train; 6 oil-burning annealing furnaces; 3 lathes for the rollers with 2 meters turning length; 2 shaping machines; a hot saw; 2 special shears, and heavy crane ways.

14. Forging press (Iusnetzny Press), a reinforced concrete structure, about 60x160 meters, built in 1939 with a glass roof. The press' work force was about 400, and it was equipped with a 250,000-ton forging press; 6 steam hammers, the biggest of them being 15 tons; 3 Baer drop hammers of 6 tons, and with a maximum height of 6 meters; 2 power shears with motors of 300 HP; 30 special hammers up to 1,000 kg; and 40 annealing furnaces, oil-fired. Offices, storerooms, and canteens were also located in this shop.
15. Steel foundry, a stone and steel structure with a sheet-metal roof, about 40x120 and 30x60 meters. Of this shop's production 80 percent was waste. The foundry had 2 open-hearth furnaces; a ladle with a crane; a crane way for castings and patterns; 12 compressed-air forming machines; 2 edge mills for the molding sand, which had an admixture of graphite; a ladle on a freight car, a railroad crane for castings; a sandblast; a big machine for rolled products; welding sets; pneumatic hammers for the cleaning of castings; and marking plates for the checking of complicated castings. About 300 men worked at the pneumatic hammers in the open.
- 15a. Administration building.
- 15b. Storehouse.
16. Compressor house for the steel foundry. This house was a brick-building, about 12x16 meters, and the installation had a total pressure of six atmospheres.
17. Warehouse, a stone building about 30x60 meters with a slate roof. This building stored tin, copper, zinc, aluminum, wolfram, bismuth, chromium, nickel, molybdenum, vanadium, silicon, lacquers, paints, paper, clothes, packing material, armatures, wire, etc. Book binding shop was also housed in this building.
18. Laboratory, a two-story stone building, about 20x140 meters, not yet completed in May 1949. Its equipment included an X-ray apparatus, tensile testing machines, an apparatus for testing hardness, and metallurgical testing instruments.
19. Storage shed, a stone building about 30x80 meters with a sheet-metal roof. In this shed were stored dismantled German machines and instruments, such as scales, compasses, watches, seismographs, microscopes, and pyrometers. The shed was heavily guarded.
20. Engineer-corpus, a three-story building about 40x100 meters, providing quarters for the plant's chief engineers.
21. "Stambuff" workshop, about 25x60 meters. This shop, which produced pressing machines, was equipped with 12 lathes of German and Russian origin and with a turning length of 4 meters; 3 German milling machines; 8 milling machines with diameters of up to 100 mm; 2 cold saws; 3 jointers; 5 automatic machines for screws; a precision cylindrical grinding machine from Weiss in Jena.

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22. Transformer Station.
23. Hot-pressing department, comprising two stone shons, each 50x60 meters, with insulated sheet-metal roofs. These shons had 6 German screw presses with a diameter of 150 mm; 10 German eccentric presses; 1 German hydraulic press of 800 tons; 6 Russian knuckle joint presses for the welding of tubes; 12 annealing furnaces; 2 drilling machines; and a shoring machine.
24. Cold pressing department, about 50 meters square and comprising 4 brick workshops with glass roofs. These shons, which manufactured small parts, had 12 German eccentric presses, 6 German screw presses, 3 chain-making machines, 4 hoop-bending machines, and 2 electric butt welding sets.
25. "EBV" shop (in Russian ЭБВ). The meaning of these letters was not known to source. Perhaps the letters stood for "Eavod Ryevsk". This shop, which produced large locomotive parts, was a stone and steel building, about 200x250x12 meters, with sheet-metal and glass roofs.
- 25a. Locomotive assembly hall for 1 locomotives. In this hall were 4 lathes with a turning length of 8 meters; 2 lathes for the turning of wheel sets and with a top height 1.10 meters; 2 shop tracks; and one track to the entrance gate.
- 25b. Lathes shop, which had 50 lathes with a turning length of 3 meters; 12 punching machines; 6 to 8 shoring machines; 2 semi-automatic machines for screws and nuts; 2 planing machines, 8 meters and with three-side planing; 3 frame drilling machines for locomotive frames; 2 slot milling machines; welding sets; pneumatic hammers; compressed-air drilling machines; and a rail road spur.
- 25c. Vertical drilling and turning mill, producing screw tools, and equipped with 14 German vertical drilling and turning machines up to 2 meters in diameter; 4 (?) milling machines; 1 column type planing machine for cylinders; a cylinder drilling machine; 4 jointers; a large crane, and 2 shop tracks.
- 25d. Tender department, equipped with 2 large lathes with a turning length of 4 meters; 2 large lathes with a turning length of 7 meters; 4 vertical drilling and turning machines 1.5 meters in diameter; 4 upright drills; 5 multiple-spindle drills with diameters of 18 mm; 2 bevel gear shaping machines; 1 special bevel gear milling machine of German origin; 2 old Weinacker planet planing machines; 3 Weinacker worm-wheel planing machines; 2 plate rollers for rolling to a circle and stretching; a plate shears; 2 cranes; welding apparatuses; special hammers; and 2 shop tracks. In addition, there was a small workshop for the manufacture of beds, safes, lockets, etc.
26. Paint shop, a stone and steel building, about 50x200 meters, with 2 glass roofs, and 2 shop tracks.
27. Structural steel shop, a stone and steel structure, about 25x60 meters. Work required for the construction of the plant was done there.
28. Carpenter shop, about 15x60 meters, equipped with wood working machines.

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29. Large assembly shop with 11 aisles. This shop, measuring about 20x210x25 meters, was covered with concrete slabs, but not yet completed in 1949. It had 3 shop tracks in the main hall, 1 track at the aisles, and 5 cranes at different levels, for up to 150 tons.
- 29a. Administrative offices.
- 29b. Fitting shop, equipped with planing machines and 2 dismantled German frame drilling machines, each about 20 meters long, one of them damaged beyond repair on the way from Germany.
- 29c. Lathe shop for wheel sets.
The other aisles housed a lathe shop, a planing shop, and sections producing screws, bonding corner tubes, producing connecting rods, and fitting bushings. The workshop was inadequately equipped with jointers, automatic machines, lathes and shaping machines.
30. Three shops producing tenders. This stone and steel structure, about 80x150 meters, was not yet completed in May 1949.
31. Boiler forge, a stone and steel structure, about 45x130 meters. The forge's equipment dismantled in Litzau, comprised 2 plate rollers, 6 annealing furnaces, 2 drilling machines, 1 edge planing machine, 15 meters long, a forge fire, 2 cranes, and 2 shop tracks.
32. Shop producing nails, old stone building about 20x60 meters.
33. Steel foundry about 60x180 meters, roofed over in May 1949. The shop was designed for 4 electric Martin furnaces.
34. Coking and gas plant with conveyor belt from the coal dump. The plant's foundations, about 40x120 meters, were dug out in May 1949.
35. Two cooling towers for hot and cold gases. These towers were scheduled to be 12 meters high, but only the foundations were completed in May 1949.
36. Water tower, 35 meters high, not yet completed in May 1949.
37. Pumping plant.
38. Saw mill, being dismantled in May 1949.
39. Scrap crushing plant, steel structure 37 meters high.
40. Three oil tanks, one of which was 12 meters in diameter and 14 meters high, while 2 were 9 meters in diameter.
41. Scrap dump.
42. Coal dump.
43. Sawmill on the Desna River. This mill had a spur track.
44. Locksmith shop for building machines.

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45. Silica brick plant.
- 45a. Shed.
46. Slag stone plant.
47. Engine house for plant locomotives. This house had a turntable.
48. Boiler house for the silica brick plant.
49. Gasoline station.
50. PW Camp No 7326/1.
51. Test stand for locomotives. This stone and steel structure, about 40x60x23 meters, was not completed in May 1949.
52. Boiler house for the heating of workshops Nos 29, 30, and 31.
53. Motor vehicle repair shop.
54. Paint shop.
55. Pattern shop.
56. Sandblast apparatus.
57. Site of the armature shop scheduled.
58. Site of the pneumatic brake shop scheduled.
59. Site of the planned enlargement of the steel foundry to 33.
60. Site of the planned steam and special pressing plant to produce boiler bottoms and lids.
61. Apprentice shops.
62. Site of the planned annealing shop.

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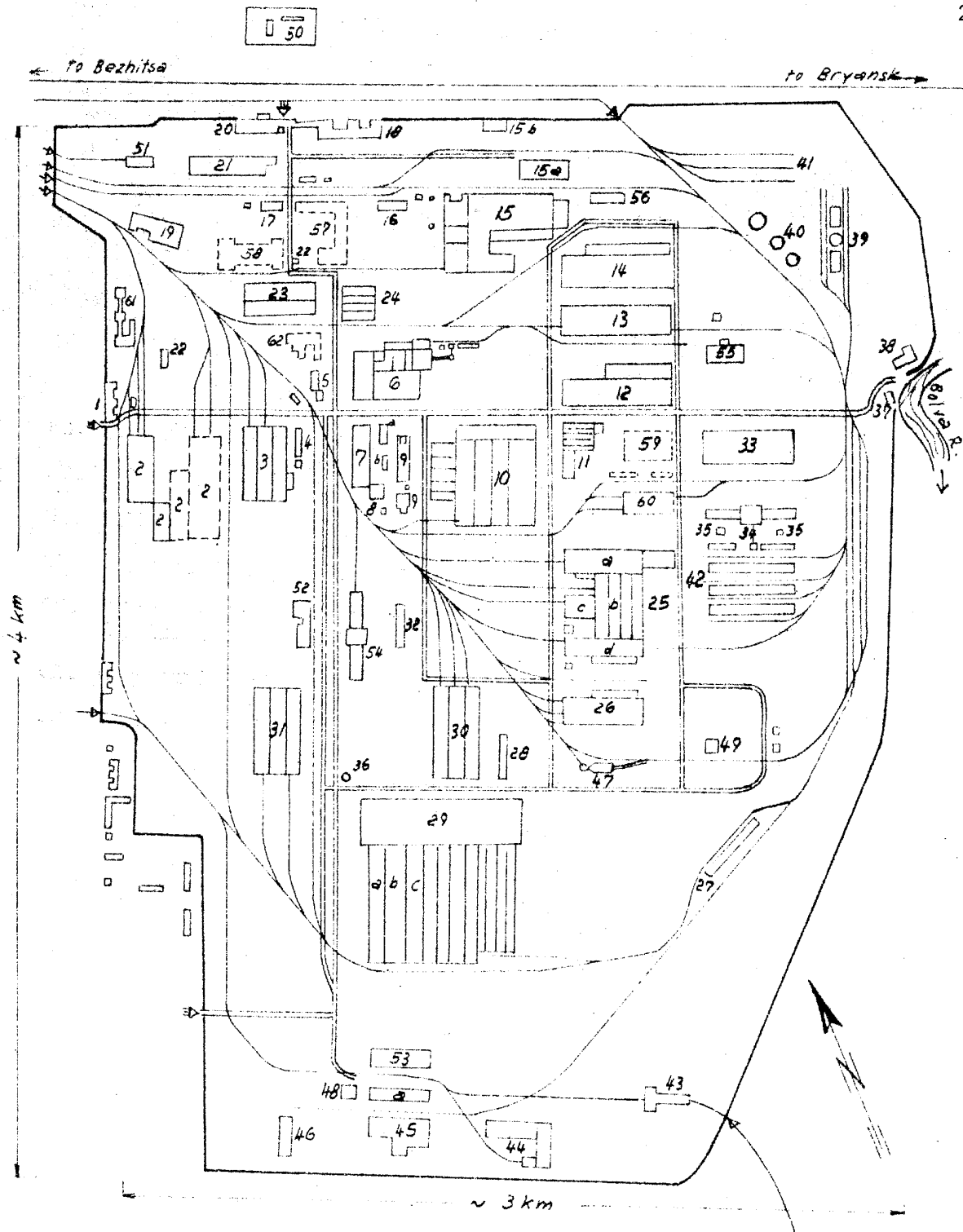
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Locomotive Factory in Ordzhonikidzegrad

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